

Hall Family for Centuries Closely Linked to Church

In the previous installment of this article we have endeavored to supply our readers with a background which would lead to a better understanding of Mrs. Hall, of her inherited pride of ancestry, her apparent hardness of spirit, and her unflinching fortitude when accused of slaying her husband, the Rev. Edward Wheeler Hall, and his paramour, the pretty choir singer, Mrs. Eleanor R. Mills.

We have traced her lineage, which gives her kinship with Norman kings. Mention has been made of the part played by Mrs. Hall's great-grandfather, Major-Gen. Ebenezer Stevens, in both the War for American Independence and the War of 1812, and his rise to the position of major-general of a division of New York state militia.

I also told of the tragic death of Lieut.-Col. William Ledyard, half-brother of Mrs. Hall's grandmother, Lucretia (Ledyard) Sands, who became the wife of Gen. Stevens.



George D. Love

We will now deal more in detail with the story of Erasmus Stevens, Jr., a great-great-great-grandfather of Mrs. Hall, and son of Erasmus Stevens, a native of Cornwall, England, and founder of the illustrious American family.

I will now endeavor to reveal

him as a man of deep religious convictions—one who was one of the seventeen original founders of the church building which was known as "the New North Church," and was dedicated in 1714. Records of the Stevens family describe this ancestor of Mrs. Hall as "Lieut. Erasmus Stevens, Jr."

Mention of "The New North Church" is interesting in this connection, as it brings to mind "The Old North Church," in the belfry arch of which was hung a lantern as a signal for Paul Revere, who made his famous ride to alarm the New England farmers the night before the opening of the American Revolution.

The first clergyman in Mrs. Hall's family, according to available records, was Samuel Whiting, who was born in Boston, England, November 20, 1597. He married on August 6, 1629, Elizabeth St. John, daughter of Oliver, cousin of Oliver Cromwell.

Samuel Whiting's father was John Whiting, who was mayor of Boston, Lincolnshire, England, in 1600 and 1608, and vice-admiral of Lincolnshire in 1602.

Related to Divine

Samuel Stevens, son of Erasmus Stevens and Persis Bridge, who was born in Boston, December 15, 1709, and died in Charleston, S. C., 1753-55, married at Boston, July

11, 1738, Catherine Mather Willard, a daughter of Daniel William and Abigail Mather, daughter of the Rev. Cotton Mather, noted Puritan divine.

John Austin, an early ancestor of Mrs. Hall, the date of whose birth is not on record, was a midshipman in Queen Anne's reign, but being of a religious turn of mind left the service, invested his money in goods, came to Hartford, Conn., and became a prominent merchant. He gave to South Church a communion service of plate.

Still another ancestor of Mrs. Hall was Elder John Bowles. He was in Roxbury, Mass., in 1639, became a freeman May 13, 1640, and was a ruling elder. With his wife, Dorothy, he was admitted to the church in 1640.

Killed by Indians

While not specially identified, as far as is known, with church activities, Lieut. Thomas Hawley, another ancestor of Mrs. Hall, was a man of great distinction, being elected to the General Court of Connecticut twenty-nine times. He was killed by the Indians at Sudbury, Mass., April 21, 1676.

Coming down to a later time, the Stevens family records show that the Rt. Rev. Alonzo Potter, late bishop of the Protestant Episcopal Diocese of Pennsylvania, was a relative of Mrs. Hall, being, like

herself, descended from the original Erasmus Stevens.

Linked to Church

These names indicate how, as clergymen and as laymen, Mrs. Hall's ancestors had built up a tradition of association with the church. Her mother felt that she was direct heir to a legacy of quiet respectability. Her constant thought was to perpetrate its character in her descendants.

This ideal was drilled into her daughter's ears—an ideal that came to be accepted as a matter of fact by the girl. So, almost automatically, wooers who otherwise might have taken Frances's youthful fancy were turned away. The "right man" of her dreams

(Continued on Page 29)

Fallon Leaves Hospital; Not Reconciled to Wife

William J. Fallon, criminal lawyer, whose eyesight was threatened by acid flung into his face by a jealous girl during a party at the Hotel Belleclaire last Wednesday, has recovered sufficiently to leave the Portchester hospital.

Last night he went to the home of a brother in Larchmont. Previously he was visited by his wife and her sisters, and a reconciliation was attempted, but to no avail.

Fallon's willingness to go to his brother's home was said to be in

the nature of a compromise on his disinclination to return to his wife.

The victim persists in shielding the girl who injured him. Gertrude Vanderbilt, actress, who has long been regarded as the "sweetheart," continues her denials that she knows anything of the affair.



To Those Who Commute On the Long Island Railroad

No. 2

PROGRESSIVE railroads are never finished. Improvements are being made right along. This year as in the past the Long Island Railroad has under way an extensive program of betterments to improve its service to the people of Long Island—new stations, additional and improved cars and locomotives, heavier rail, etc.

In addition to this outlay, however, the company is required by public authorities to spend many millions of dollars for other projects. As a matter of information to Long Island Railroad patrons two of the principal items of this kind are explained below.

1. Electrification of Railroad Lines Within New York City Limits

All freight and passenger service located within the city limits must, according to state law, be operated by other than steam power by January 1, 1931. This means that steam locomotives cannot be used to haul passenger and freight trains or for switching cars.

In order to carry out this requirement of the law the Long Island Railroad must spend about \$13,000,000 on a program which has already been approved by the Public Service Commission. Not only main tracks but also yards, sidings, float bridge approaches and shops must be equipped for electrical operation.

Electric locomotives must also be provided to haul through passenger trains to Jamaica instead of Long Island City for interchange with steam locomotives. Later on arrangements must be made to keep steam locomotives out of Jamaica. Large capital expenditures must be made, too, for power house and sub-station equipment.

2. Grade Crossing Elimination

This is one of the largest mandatory requirements imposed upon the Long Island Railroad. It involves a stupendous cost to the state and local communities as well as to the company.

In the last twenty-five years the Long Island Railroad has done more than any other railroad in the state toward eliminating grade crossings. Out of 955 public and semi-public grade crossings on the Long Island Railroad 316 were eliminated in that period.

The 639 crossings still left constitute an increasingly imperative problem due to the growing use of pleasure automobiles, busses and trucks and it will take many years to solve it.

The state now has funds to carry on this work on a large scale and the regulatory authorities are prosecuting it daily. Consequently, the Long Island Railroad must raise its share of the cost which amounts to 50% of the total. Meanwhile, of course, the railroad must spend large sums annually for the protection of these crossings and for warning devices.

Three Essentials Necessary to Relieve Congestion at Terminals and on Trains During Rush Hours

About 1,200 passenger trains are moved over the Long Island Railroad every day. They carry between 275,000 and 400,000 passengers daily and on the average 9 out of 10 get to their destination on time. At eight o'clock in the morning approximately 100 trains are moving simultaneously.

To relieve congestion at terminals and on trains during rush hours three things are recommended:

1. Adoption of the plan to establish a new terminal at Diagonal Street, in Long Island City. This project can be completed within twelve months from the time the city authorities give their sanction to proceed with the work.
2. Co-operation with the so-called stagger plan now being proposed by the Department of Health, City of New York.
3. Prompt extension of the city's proposed subway line to Jamaica.



About 60% of the Long Island Railroad passengers are commuters and receive therefore the benefit of low rate commutation fares. The management of the Long Island Railroad desires to give these and all other patrons the best possible service. It is to the interest of patrons that they co-operate with the Railroad in enabling it to obtain the means to serve their needs adequately and efficiently.

August 16th, 1926

George Le Boutillier, Vice-President



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